

# CHINA

Established February, 1845.

# MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4467. 號四十一月十年七十七百八千一英

HONGKONG, WEDNESDAY, OCTOBER 24, 1877.

日八月九月廿丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALCAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E. C.; BAITS, HENRY & CO., 4, Old Jewry; E. C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Manila.

CHINA.—SPOONER, QUELCH & CAMPBELL, Amoy; WILSON, NICHOLS & CO., Foochow; HENDER & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 650,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman—H. HOPPIUS, Esq.  
Deputy Chairman—F. D. SASCON, Esq.  
E. R. BELLIOS, Esq. WILHELM REINERS,  
W. H. FORBES, Esq. ED. TOSIN, Esq.  
Hon. W. KESWICK, Esq.  
A. McIVER, Esq.

CHIEF MANAGER,  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG,  
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 10, 1877.

CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.

CAPITAL, £800,000.  
RESERVE FUND, £110,000.

BANKERS,  
THE BANK OF ENGLAND,  
THE CITY BANK,  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained of application.

deed

## Intimations.

IN THE GOODS OF  
JAMES SMITH FERRIES,  
Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZELANDIA," who died at Sea on the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIKEN, of No. 27 Queen's Road, in the Colony of Hongkong, in its Probate Jurisdiction; on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIKEN at his address aforesaid, or to the Under-signed WILLIAM HENRY BREBETON, the Solicitor of the said JOHN FAIRBAIKEN, at the Office of the said WILLIAM HENRY BREBETON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIKEN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIKEN has then had notice; and that the said JOHN FAIRBAIKEN will not be liable for the Assets of any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIKEN has not had notice at the time of the distribution.

Dated this 23rd day of October, 1877.

W. H. BREBETON,  
Solicitor for the said JOHN FAIRBAIKEN.

## Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.  
ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, August 1, 1877.

## NOTICE.

A. MILLAR & CO.,  
PLUMBERS, AND GAS FITTERS,  
Queen's Road East,  
HONGKONG.

September 16, 1877.

ANTONIO OLONA, Deceased.—Pursuant to an Order of the SUPREME COURT of Hongkong made on the Eighth day of October in the year of our Lord One Thousand Eight Hundred and Seventy-Seven, on the Petition of MARIA MARTINEZ PAULETE de OLONA, the Widow of the said ANTONIO OLONA, and a Legatee of and under the above-named Will instituted in the above-named matter preferred unto the Hon'ble Sir JOHN SMALE, Knight Chief Justice, the CREDITORS of the said ANTONIO OLONA late of Manila in the Philippine Islands who died in Hongkong on or about the Tenth day of January, One Thousand Eight Hundred and Seventy-Two, may on or before the Eighth day of December, One Thousand Eight Hundred and Seventy-Seven attend personally and furnish particulars of their DEBTS or CLAIMS to the Honorable CHARLES BUSHE PLUNKET the Registrar of the said Supreme Court, Hongkong, after which day the said CHARLES BUSHE PLUNKET will proceed to distribute the assets of the deceased among the parties entitled thereto. SATURDAY, the eighth day of December, at 11 o'clock in the forenoon, at the Supreme Court House, is appointed for hearing and adjudicating upon Claims.

Dated this 8th day of October A.D. 1877.

O. B. PLUNKET,  
Official Trustee.

MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.

From Provisions and Water supplied on the SHORTEST NOTICE.

EDWARD VERRILL,  
Manila, September 12th, 1877.

HOTEL DE L'EUROPE,  
MANILA,

On the MOLE, near the Harbour-Master's Office, and within Ten Minutes' walk of the Merchants' Offices.

TABLE D'HOTE, BATHS, BILLIARDS, &c.

EDWARD VERRILL,  
Proprietor.

BARQUE CHINAMAN.

ALL CLAIMS against the above-named Vessel, must be sent in to the Undersigned before Noon, on THURSDAY, the 25th instant, after which time none can be entertained.

DOUGLAS LAPRAIK & Co.

Hongkong, October 22, 1877.

OC25

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before the day of closing Entries, with \$100 added for 1st Ponies, and \$50 for 2nd. For all China Ponies bond side Griffins at date of Entry (1st February, 1878). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight 10st. 7 lbs. One-mile-and-a-half. (Nominations close on THURSDAY, the 27th December, 1877, addressed to the Clerk of the Course at the Club).

By Order,

D. CREAGH,  
Clerk of the Course.

Hongkong, October 19, 1877.

OC26

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before the day of closing Entries, with \$100 added for 1st Ponies, and \$50 for 2nd. For all China Ponies bond side Griffins at date of Entry (1st February, 1878). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight 10st. 7 lbs. One-mile-and-a-half. (Nominations close on THURSDAY, the 27th December, 1877, addressed to the Clerk of the Course at the Club).

By Order,

D. CREAGH,  
Clerk of the Course.

Hongkong, October 11, 1877.

OC26

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HATSCHEK,

Secretary.

Hongkong, September 18, 1877.

OC26

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

## Intimations.

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMETAL VESSELS, Furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, Twenty Cents per Ton Register.

W. B. SPRATT & Co.,  
Proprietors.

Hongkong, October 10, 1877.

NO10

NOTICE.

OFFICE OF THE YANG-TSZE INSURANCE ASSOCIATION.

SHANGHAI, 8th October, 1877.

IN pursuance of a Resolution passed at the GENERAL MEETING of the ASSOCIATION held on the 5th July, 1877, a Return of Capital of ONE HUNDRED AND FIFTY TAELS per SHARE will be made at the Office of the Secretaries on the 15th instant, to Shareholders of record at the time of the Resolution.

Very Superior California BLANKETS, 12/4 and 14/4.

California KNEE BOOTS.

Dawson's Best London-made GENTLE-

MEN'S BOOTS.

HORSE BLANKETS.

Central and Pin-fire CARTRIDGE

CASES.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

SECOND RETURN OF CAPITAL at

the Rate of FIVE TAELS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Undersigned to Shareholders or their lawful Representatives on presentation of Share Certificates.

RUSSELL & Co.,  
Secretary.

OC26

By Order,

RUSSELL & Co.,  
Liquidators.

Shanghai, October 2, 1877.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.

From Provisions and Water supplied on the SHORTEST NOTICE.

EDWARD VERRILL,  
Manila, September 12th, 1877.

MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.

From Provisions and Water supplied on the SHORTEST NOTICE.

EDWARD VERRILL,  
Proprietor.

BARQUE CHINAMAN.

ALL CLAIMS against the above-named Vessel, must be sent in to the Undersigned before Noon, on THURSDAY, the 25th instant, after which time none can be entertained.

DOUGLAS LAPRAIK & Co.

Hongkong, October 22, 1877.

OC25

HONGKONG RACES, 1878.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before the day of closing Entries, with \$100 added for 1st Ponies, and \$50 for 2nd. For all China Ponies bond side Griffins at date of Entry (1st February, 1878). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight 10st. 7 lbs. One-mile-and-a-half. (Nominations close on THURSDAY, the 27th December, 1877, addressed to the Clerk of the Course at the Club).

## Intimations.

G. FALCONER & Co.,  
WATCH AND CHRONOMETER  
MANUFACTURERS,  
AND  
JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS  
AND BOOKS.  
46, Queen's Road Central.  
Hongkong, August 20, 1877.

K WONG HING CHEUNG & Co.,  
COAL MERCHANTS.  
Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr ARYON has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr FAT JACK, at 30, Hung  
Lung Street, will receive immediate attention.  
Hongkong, March 19, 1877.

mcl9

## Notices to Consignees.

THE BRITISH BARK *LORD OF THE  
ISLES*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.  
Hongkong, October 19, 1877.

oc26

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. ZAMBESI.

CONSIGNEES of Cargo by the above-named Vessel, from London, Bombay and Intermediate Ports, and in connection with the Steamer *KELDIVE* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 29th October will be subject to rent.

ADAM LIND,  
Superintendent.

Hongkong, October 23, 1877.

oc27

GERMAN BARK MARCO-POLO,  
FROM HAMBURG.

CONSIGNEES of  
A M 37/1  
Macao { 35 cases Merchandise.  
via Hongkong.

Shipped by J. C. JULIUS MÜLLER, are hereby informed that the same have been landed and stored at their expense and risk.

No Fire Insurance has been covered.

WIELER & Co.,  
Agents for Bark Marco-Polo.

Hongkong, October 17, 1877.

GERMAN BARK MARCO-POLO,  
FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

WIELER & Co.,  
Agents.

Hongkong, October 12, 1877.

BRITISH BARQUE ELMSTONE,  
FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, October 19, 1877.

BARQUE STRATHMORE, FROM  
KURRACHEE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, October 22, 1877.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. du FOUEY,  
Agent.

Ex Yangtsé, 18th September, 1877.  
S. P. 148 bags Stone, from Madras.  
Hongkong, October 5, 1877.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless Intimation is received from the Consignees, before To-Morrow, the 18th Inst., at 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 24th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du FOUEY,  
Agent.

Hongkong, October 17, 1877.

## Notices to Consignees.

BRITISH BARQUE *MELBREEK*,  
FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, October 15, 1877.

## NOTICE TO CONSIGNEES.

S. S. *ESMERALDA*, FROM  
MANILA.

CONSIGNEES of Cargo per above Vessel are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned.

No Fire Insurance has been effected.

A. MAGG. HEATON,  
Agent.

Hongkong, October 18, 1877.

## To-day's Advertisements.

FOR SALE.  
LARGE TAKASIMA COAL,  
EX GODOWN, AT \$6 PER TON.

Apply to THS. G. GLOVER,  
No. 7, Queen's Road Central, and  
East Point.  
Hongkong, October 24, 1877.

oc24

## LOST.

ON the FOKEFOOL ROAD, near West Point, a GOLD PENCIL CASE, anyone bringing it to the Office of this Paper will be suitably Rewarded, if necessary.

Hongkong, October 24, 1877.

oc81

## GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 26th October, 1877, at Noon—  
Blank Account Books, Pencils, Steel Pens, Ink, Paper Weights, Pocket Books, Kerosene Table and Hanging Lamps, Paint and Scrubbing Brushes, Tins-Blacking, Blacklead, Furtonians, &c., &c.

Also,  
5 Each Central and Pin Fire Double-Barrelled Fowling Pieces.

2 cases Gilt Mouldings for Picture Frames.

100 Long Enfield Rifles,  
50 cases Champagne, Carte Blanche.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, October 24, 1877.

oc26

## NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CATERIAN, American ship, Captain W. Lull.—Siemens & Co.

WOODVILLE, British barque, Captain Nielsen.—Wm. Pustah & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

CILUENON, British ship, Captain E. Shrewsbury.—Wieler & Co.

MELUSINA, German barque, Captain Th. Pfieger.—Melchers & Co.

DARTMOUTH, British barque, Captain Robertson.—Order.

FEANTOWER, British steamer, Capt. J. H. von Bargen.—Chinese.

NORTHER STAR, British barque, Capt. J. Worley.—Wieler & Co.

TRIO, Dutch barque, Capt. T. Westerveld.—Siemens & Co.

COLORADO, American ship, Captain Ingraham.—Russell & Co.

VENTA, German barque, Captain Dirks.—Melchers & Co.

KATE CASSIS, British barque, Captain James Wilson.—Meichers & Co.

ONWARD, British schooner, Captain Heuer.—Lane, Crawford & Co.

Hongkong, October 23, 1877.

oc27

## SHIPPING.

ARRIVALS.

Oct. 24, Kenton, British barque, 667, Cobin, Bangkok Sept. 22, Rice and Tim-

ber—CHIN.

Oct. 24, Esmeralda, British steamer, 355, E. Theband, Amoy Oct. 22, Swatow 25, General.—J. Y. V. SHAW.

Oct. 24, Amoy, British steamer, from Canton.

Oct. 24, Siamese Crown, Siamese ship, 559, E. Sans, Bangkok Sept. 29, Rice—TAX M.

Oct. 24, Angstrom, German barque, 418, E. Boyen, Bangkok Sept. 29, Rice—CARLOWTH & Co.

Oct. 24, Charter Oak, American ship, 363, Staples, Yokohama Oct. 8, Rice—JARDINE, MATHESON & Co.

Oct. 24, Tartar, German brig, 256, Kaemna, Port Said Oct. 18, Sapanwood—MELCHERS & Co.

Oct. 24, Elizabeth Nicholson, British ship, 804, Grierson, Newcastle (N.S.W.), Sept. 11, Coal—Krusell & Co.

Oct. 24, Bombay, British steamer, 740, G. F. Bruce, Yokohama Oct. 16, Mails and General.—P. & O. S. N. Co.

DEPARTURES.

Oct. 24, Levin Crewe, for Amoy.

24, Dartmouth, for Guam.

24, Tiberay, for New York.

24, Yungting, for Shanghai.

24, City of Peking, for Yokohama and San Francisco.

24, Haikou, for Amoy and Tamsui.

CLEARED.

August, for Port Elizabeth.

Thorlida, for Haiphong.

Namee, for Coor Fort,

Amoy, for Macao.

## PASSENGERS.

ARRIVED.

Per Bombay, from Yokohama; for London, Surgeon Greenly, R.N.; for Hongkong, Mr. J. Baer, Lieut. Coker, R.A.; 4 Chinese, and 2 Distressed Brit. Seamen.

Per Emerald, from Amoy and Swatow, 320 Chinese.

DEPARTED.

Per City of Peking, for Yokohama, Mr. and Mrs. C. D. Harman, and 2 Chinese Seamen; for San Francisco, Rev. J. E. Fraser and 4 children; Rev. J. C. Nevin, wife and 2 children, Mrs. Preston and 5 children, Rev. Mr. Hartwell's 3 children, 2 Europeans, and 273 Chinese Seamen.

Per Tintern Abbey, for Bangkok, 8 Chinese.

Per Yungting, for Shanghai, 58 Chinese.

To Depart.

Per Geelong, from Shanghai for Venice, Mr. E. Gamman, from Yokohama for Southampton, Surg. Greenly, R.N.; Messrs. T. Cruikshank and Hall. From Hongkong for Singapore, Messrs. Shaw and Sons, and Mr. Verling, 2 x. for Bombay, Mr. Shrewsbury; for Southampton, Mr. John Beer, R.N., for Venice, Mr. T. Jones.

SHIPPING REPORTS.

The British steamer *Esmeralda* reports:

Fine weather throughout the passage.

The Siamese ship *Siamese Crown* reports:

From Bangkok to Pulo Sapata light air, calms and rain squalls; Sapata to lat.

19 N., South and South-westerly breeze; thence to Hongkong N.E. breeze.

The German barque *Angostura* reports:

In the Gulf variable winds and fine weather, afterwards from Pulo Obi to Pulo Condor very light S.W. winds with heavy E. current, thence to 19 N. and 114.20 E. moderate S.W. and Wester

prisoner at the top of the stairs, and asked him what he wanted there. He said he lived in the house, and made some attempts to have the door opened to him, but while he was doing this, a burglar's implement fell from the stairs, and he was then taken into custody. On being searched at the Station, the prisoner was found to have a bunch of skeleton keys on him. He was committed for trial, and there was a previous conviction against him of being found in a gambling-house, when he was fined \$15 or one month's hard labour, the fine being paid.

## PETTY THEFT.

Wong Kun Sing, a coolie, was sent to one month's hard labour, for stealing one spar of wood.

## AN OLD OFFENDER.

Low Akum, a coolie, was charged with stealing a pair of gold bangles, valued \$25, from a girl named Fatina, whose father kept a store in Lascar Row. The prisoner had four previous convictions against him. He had got three false teeth, the presence or absence of which altered his appearance considerably, so much so that he could not be identified at first by the Gaol authorities. The prisoner was committed for trial.

## GAMBLING.

Lee Ahung and four others, the last a married woman, were charged with gambling in house No. 56, Market Street, Taipingshan. The house was entered by Sergeant Toomey, No. 80, who executed the warrant, and the usual implements were found. The 1st and 3rd were fined \$25 each, or six weeks' hard labour; 2nd defendant was fined \$100 or four months' hard labour. The 4th and 5th were discharged. \$10 reward was offered to be given to the Police from the fines if paid.

## Japan.

**YOKOHAMA.**—The ceremony of naming the newly-born prince took place on the 29th ult., and the day was observed as a holiday at the public offices.

Oyama, who was governor of Kagoshima at the outbreak of the late insurrection, and who, according to the confession which is published in our present issue, was deeply implicated in the conspiracy, was sentenced to death, and beheaded on the 30th Sept.

The cholera, despite of the efficient sanitary measures taken, still continues amongst us, but although there is no doubt of its existence, the epidemic is of a singularly mild type. As yet but four Europeans have succumbed to it in Yokohama. The number of deaths, since the 6th of September the date of the first appearance of the outbreak, is as follows: In Yokohama 220, in the vicinity 76.

A nursery garden has been established in Tokio with a view of familiarizing Japanese farmers and gardeners, with the cultivation of European vegetables, &c.

## GALE AT YOKOHAMA.

Fortunately for Yokohama, the gale yesterday (Oct. 11th) was not of very long duration. As we mentioned in our issue yesterday evening, the steamers in harbour got up steam before the severest part of the gale came on, and so were able to resist the force of the wind, with the exception of the German gun-boat *Nautius*. Three schooners, the *Otago*, *Rendier*, and *Beatrice*, however, were not so fortunate. The *Otago* dragged her anchor and came into collision with the *Mary Jane*, doing some trifling damage, and then drifted to the stern of that vessel, where she managed to hold fast. The *Beatrice* drifted past the French mail steamer and almost as far as the *Elizabeth* before she was brought up. The *Rendier* became entirely unmanageable and went ashore below Kanagawa, where she now lies. The Pacific Mail tug, in going to the assistance of some cargo boats, had two men washed overboard, but they were rescued. One cargo boat went to the bottom, and two others over to Kanagawa. The *Parma* being altogether without, or with very little, ballast, seemed at times to be in imminent danger of capsizing, and great anxiety was felt for her safety until the storm had somewhat abated. The *Nautius* was lying a short distance in front of the *Nagoya Maru*, and was observed by the officers of the latter vessel to be drifting. The *Nagoya Maru* gave out as much as possible in order to avoid the threatened collision, but all to no purpose. On came the German gun-boat, striking almost broadside on the star-heads of the *Mitsui Bishi* steamer, and down came the main yard of the man-of-war with a crash, injuring some of the men. Two boats belonging to the *Nautius* were smashed, and some other damage was done. A detachment of native police, with a number of coolies armed with ropes and boat-hooks, were told off for duty and took up their station at the English hatches. But as the wind blew off the land their services were not likely to be required in that quarter, unless, indeed, they had been needed to rescue some rather venturesome foreigners. On shore the damage done was pretty equally distributed, and was confined mostly to fences, plaster and roofs.—*Japan Gazette*.

## DIARY OF THE WAR.

From *The Daily Telegraph*, Sept. 7.—Intelligence was received at Constantinople yesterday, stating that on the previous day, Mehemet Ali Pasha had gained an important victory over the Russians at the village of Kaselevo. The Russians, after a fight which lasted seven hours, were put to flight and pursued beyond the river Lom. Their losses are estimated at 3,000 killed and wounded, a General being amongst the killed. Further intelligence of the capture of the Russian post has been received at Erzeroum. Some fighting has taken place, in which the Russians, in one engagement, are reported to have had 300 men killed; in another encounter they are stated to have been forced to retire, leaving behind them 200 killed.

From *The Morning Advertiser*, Sept. 8.—An official despatch from Mehemet Ali Pasha repeats and confirms the news that the Russians have sustained a serious defeat upon the Lom, and that they had to quit their entrenchments and fall back to the other side of that river.

From *The Standard*, Sept. 10.—The Russian attack on Loftcha, which began in the early part of last week, ended in the capture of that place. The Russians brought forty thousand men to oppose eight Turkish battalions, and the latter, on being forced to give way, retired, together with the Muscovite inhabitants. A Turkish despatch, which admits this defeat, adds that Osman Pasha has left Pleven with twenty battalions, with a view to retake Loftcha. At Constantinople it was surmised that the attack on Loftcha was only a feint to cover the real attack on Pleven, and other telegrams report that a severe struggle again commenced at the latter place on Friday morning. According to a telegram from Bucharest, at the end of two days' fighting the Roumanian troops succeeded in taking one of the Turkish positions. We have also to report a renewal of the fighting on the Lom, where a Turkish division, encrossing the river, occupied one of the positions of the Russians, who were compelled to fall back on the Biela road. The prolonged struggle in Montenegro has ended in the unconditional surrender of Njegos. The town, with a view to retake Loftcha. At Constantinople it was surmised that the attack on Loftcha was only a feint to cover the real attack on Pleven, and other telegrams report that a severe struggle again commenced at the latter place on Friday morning. According to a telegram from Bucharest, at the end of two days' fighting the Roumanian troops succeeded in taking one of the Turkish positions. We have also to report a renewal of the fighting on the Lom, where a Turkish division, encrossing the river, occupied one of the positions of the Russians, who were compelled to fall back on the Biela road. The prolonged struggle in Montenegro has ended in the unconditional surrender of Njegos. The town,

was captured, and the Bulgarians were all asleep. Upon the latter hastily forming, the enemy withdrew, wounding five of the legion, and suffering no loss. But I cannot be sure that they went towards our own lines.

This act of audacity stirred the Russians to action. Zemendorf, as I have said, is almost level with the entrance to the Pass, not four miles from Gabrova. It lies on a by-path joining the road from that place to Selvi. Irritated by the demonstration, our batteries began firing into the wooded positions of the enemy, and as we rode up the discharge became more and more frequent. Nor did the Turks lie quiet upon that flank, though they replied only with rifle-shots. Wounded men began to trickle down, and the bullets to whiz over our heads. About half way along the continuous series of ridges which is called the Schipka Pass, I saw the limit of the Turkish advance, marked by those rough works, entrenchments, and holes which the troops had raised in the heat of action. A battery had been rudely thrown up along the right edge of the track, and the cañon of the man about it showed that the foe had its range. The width of the ridge here is perhaps two hundred yards, with deep valleys on either side, and wooded hills beyond, which tower high above it. Emerging from shelter of the high ground on which the battery stands, we saw the three Turkish redoubts crowding a long hill upon our right. Though the trees are thick the redoubts are quite visible. Their fire commanded the Pass at about eight hundred yards' distance; but it was not directed towards the battery, which on its part kept silence. A gallant host of arms was the storming of those redoubts to the right and left, which were only less formidable than the central one still remaining in Turkish hands. The trees, though small, stand in thickly, apparently in a tropic forest; and the brushwood is in close, going on to observe the scene of the earlier attacks, we came, after passing a mile of sheltered ground, upon an open ridge, some two hundred yards across. All along here soldiers sat or lay beneath the bank, caissons stood in every clear space, and troops were bivouacked down the left slope. Upon this side numbers of men were busy digging trenches and rifle-pits, as if expecting an attack from the great wooded hill which commands the left flank. Shots were frequent from the Turkish redoubt and the woods to right of us, whilst further on the Russian cannon boomed continually. As my companion and I passed before them towards the open, soldiers looked at us with curiosity, but said nothing. Unconsciously we went on, aware, of course, that there was danger, but not supposing it to be particularly imminent. About ten yards from the cover of the bank a shot whizzed by my ear with that splitting sound which one soon learns to recognize as announcing "close quarters." Instantly it was followed by a dozen, cutting the air all round me and my horse. One which seemed to pass within an inch of his neck caused him to rear suddenly, and of his set at a mad gallop, whilst the balls sang and spat on every side. In three minutes I suppose we had reached the entrenched and were covered once more. Then I observed that all the troops were gravely watching, with their eyes above the trench. No one said anything, however, that I heard; but a soldier, stretched upon his stomach, smoking, silently pointed to a track led round the hill upon the other side. Be sure we looked out for such detours on our further journey, which led us through an increasing fire on the Russian part. But there was no attack, though the troops stood to arms all along the Pass. It cannot be said that the Russians are masters of the detail whilst they cannot send wagons or artillery through it except with secrecy under cover of night. The Turks have been successful thus far, and if they hold the redoubt as resolutely as they attacked there must be a heavy loss in taking it. But the interest of the war has returned to Pleven and Lochev, whither I go in all haste.

## THE FUTURE OF ENGLAND.

(*The Spectator*.)

We wonder if England will become like Holstein. At first sight, that would seem to be an inevitable destiny, and one from which it is as needless as hopeless to recoil. The special "pull" of this country in manufacture, the cheapness of fuel, must one day—say, within another two centuries—disappear, and then our principal means of accumulating wealth, the occupation of our race, will have departed. The factories will close one by one, the iron and coal mines will be shut up like the tin mines of Cornwall, the fires in the forges will be blown out; the ships will be laid up to rot; the railways will be limited to a few great arteries; rentals and prices will all sink; and the population, after one attempt to live on the realised wealth, which will then be enormous, will rapidly disperse to other lands. They will know geography well, they will have a traditional habit of strutting about the world, and they will glide away to lands where nature is not used up and their prediction for accumulating capital will still be gratified. An emigration of a million a-year will thin this down to the level the land can support, and bring a sudden access of strength and energy, perhaps feverish strength and energy, to every land whose rulers speak the English tongue.

Australasia, Polynesia, the two temperate Americas—for the Spanish Creole and the Indian will have long since yielded to the Teuton—will be filled with the immigrants, who may even settle also, and of course rule; on the high-lands of Brazil, and England will be left to six or eight millions of agriculturists, mostly stock-growers. London will be a larger Brussels, its suburbs fortunately decaying at once from bad building; the great cities will decline to little boroughs, and the smaller cities will again be villages, and with all seas open, the cultivation of corn will scarcely be a profitable occupation. England will be mainly grazing land, a huge park, as it were—you can see the thing in miniature in the strangely pastoral village of Mill Hill, not ten miles from London—situated at long distance with sleepy, comfortable villages, pretty churches, half-timbered houses, too grand for their occupiers, and ruins made picturesque by the ivy and the grass.

It will be a singularly beautiful land, full of soft undulating scenery which the eye permanently loves, rich with greenery and woods, and just wild enough not to suggest savagery or solitude, or danger. Taxation will be light, for the debt will be gone, shaken off as beyond the new means. The throne will be gone, as too expensive and useless; and the country, organised like Switzerland, will be thinly peopled by a race with the hereditary habit of education, but few desires or opportunities of excitement. The inherent conservatism of the people—of Hindoo—will have its fullest scope. The ambitions and the energetic will go elsewhere, for there will be nothing to do here, to return in the evening of life, as Scotchmen do, drawn back by the strong attraction of the restful, gentle, uneven life within the endless park. Indeed, England may be the country residence of the English-speaking old, and prosperous from out of all the world. There will be much equality of mental condition, for education will have done its work for two hundred years, and probably much equality of circumstance, for with the wealth of the country the plutocracy will have perished. The sense of leisureliness and the enjoyment of leisure will again be on the land. There will be no fear of invasion to distract the people, for over every local emblem will float the broad Blue Flag, the flag of the Anglo-Saxon Federation, which none may insult and live; and there will be much inclination to culture, to study, and especially to study of those several days when England was great, and revered and hated in every continent, and full of wealth and luxury and pauperism. But for the most part, life will be somewhat bovine, the greatest occupation the manufacture of fine wine, the greatest interest the watching from a distance the throbbing life of the real world, the greatest pleasure the enjoyment of nature in the trees, the grass, and the clouds.

There is nothing to regret that we know of in such a picture, for the race will be greater than ever—and what does its habitat signify?—and England herself, though her political being must be absorbed in that of the mighty Federation, will remain the ancient mother of nations, perhaps again, by a development of intellectual, or scientific, or theological power her prestige among mankind. Out of such a sleepy world as we have sketched came the greatest English man and woman—Shakespeare and George Eliot—and why should the old conditions not produce the old effects? It was after dominion perished that Italy conquered Art, and threw far and wide over mankind the enduring Papal chain. But will it go so? Possibly it will. There seems to be some instinct in the popular mind that it will, for the curious prediction that England is becoming a larger Holland has been repeated until it has obtained a general acceptance. There are far-sighted statesmen, too, who think it will, and one of them even founded upon his belief an appeal to Parliament for aid in his effort to pay off the National Debt. And yet it may all go so very differently. So much will depend upon the character of the rulers of that day, and so much more upon the temper of the nation, when the necessity of persisting in poverty or of departing in peace is once perceived. It is a very good people, no doubt, the English, good and good-humoured, when not too much pressed; but there is a terrible Berserk streak in it, for all that,—a readiness, if the worst comes to the worst, to adopt the only truthful aristocratic motto, that of the Earl of Grantham: "Thou shall want ere I want." The writer once saw the Berserk side of the national character let loose in the reconquest of India, and failed to see any trace either of indecision or of scruple. We could conceive of the forty millions of Anglo-Saxons cooped up in an island too small for them, pressed on their tenderest point, their capacity of money-getting, and aware that they must change their situation or let English history end, bursting out not as emigrants, but as conquerors, and founding not new colonies, but a new Empire, held together by strong military organisation, and worked not for the benefit of the world, but of the island. We could conceive of their telling the world that they must have more room, and taking it with the strong hand, deciding that they, for example, and not the Portuguese, would hold and govern and populate Brazil, or even in their exasperation using their last wealth to conquer a considerable portion of Southern Europe. There is nothing in the national character to make that form of enthusiasm impossible, and a good deal in the national history to suggest it. France was conquered by Henry V. because the English nobles felt "there was not room in one little island for them all." The German chiefs are always taunting us because we do not make the Army contumacious with the nation, but whether they would like the British nation turned into an army is not by any means so certain. England hungry, despairing of the future, but with her accumulated wealth still unexpended, might accept the fate of absorption into her kindred nations; but she might also become the most aggressive and the most dangerous Power in the world, for example, choose to make it her business and work in the world to govern Asia, not merely to keep up the Roman Peace, as she does in India, but to govern the continent in the full meaning of the word, taking it in compensation for the benefits she conferred. A slow and gentle decline is possible, but we are the children of Odin, and it was not thus their instinct led them to do.

This, with the exports, leaves a stock computed at 400 chests, against 1,800 chests same time last year. Of this last quantity 500 chests were Bonares of which kind the present stock includes 200 chests.

MESSRS. HEINEMANN & CO.'S Freight Circular, for the Mall of Thursday, 26th October, says:

"Demand for tonnage homewards has con-

tinued during the fortnight, but there is

very little inquiry coastwise, and freights

generally are unasked.

Homewards, nothing is offering from this

port to London, but two settlements have

been effected for New York at private rates,

understood to be about \$65 per ton of 40

feet. From the Philippines there has been

a moderate demand, but only one charter

is reported, though more vessels are wanted.

Coastwise, almost the only business

offering for sailing vessels has been from

Haiphong, and rates are weaker, as there

are several suitable ships wanting these

charters. From Saigon one vessel has been

settled, but there is next to nothing doing

from that port or Bangkok, the trade con-

tinuing as dull as last reported.

The British bark *Lucia*, 640 tons, left for

Manila with original cargo of Coals. The

American ship *Hector*, 1,200 tons, will load

in Manila for the United States under

charter effected at home.

The disengaged tonnage in port amounts to

45 vessels, registering 84,264 tons.

The following are the settlements:

British ship *Tales of the South*, 820,

hence to New York, private.

American 3-m. schooner *Abiel Abbott*,

500, hence to New York, private.

British ship *Dawn*, 990, Coban to Channel

for orders to discharge in a Port in the

United Kingdom. *Sugar*, £2 2s. 6d. per

ton of 20 cwt., *Hemp*, £3 2s. 6d. per ton

of 20 cwt., 80 lay days.

British bark *Leon Crespo*, 885, Amoy to

Melbourne, private.

Danish 3-m. schooner *Aarhuis*, 256,

Foochow to Adelaid, £900 in full, and/or

Sydney, £275 in full, and/or Melbourne,

£1,025 in full, 30 lay days.

British bark *Chocola*, 243, hence to Mel-

bane and Sydney, £900 in full, 30 lay

days.

British 3-m. schooner *Garmouth*, 199,

hence to Melbourne or Sydney, £2 per

ton of 50 feet.

German bark *Canton*, 373, hence to Ha-

iphong and back, 23 cents per picul, 80 lay

## Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, via Bombay.  
Also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship *GELONG*, Captain FRASER, will leave this on THURSDAY, the 25th October, at Noon.

For further particulars, apply to A. LIND, Superintendent, Hongkong, October 12, 1877.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;  
Also, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 1st November, 1877, at Noon, the Company's S. S. *A.Y.A.*, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st October, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,  
Agent,  
Hongkong, October 23, 1877.

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 8th November, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th November. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. E. EMORY, Agent.

Hongkong, October 5, 1877.

## Intimations.

## DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DEL'UNIVERS. Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1877.

## DENTAL NOTICE.

DR. ROGERS begs to inform his Patron and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONG-KONG about the 15th of September.

Hongkong, August 6, 1877.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED, PIANOS ON HIRE, by the Month or Occasionally, PIANOS FOR SALE, New and Second Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDWIG and RIBNER, ZETZ—Just Received from Germany, and specially constructed for the climate to the order of the Undersigned.

Orders from any of the Outports in the East, will meet with prompt attention if addressed:

Care of Messrs LANE, CRAWFORD & Co., or, Messrs GAUFF & Co.

A. HAHN,

Hongkong, September 5, 1877.

## Intimations.

**AFONG,**  
PHOTOGRAPHER,  
by appointment to  
H. E. SIR ARTHUR KENNEDY,  
Governor of Hongkong;

and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

AS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. *Tigre*, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Cards de Visite sizes Coloured Portraits of English Ladies.

W. BALL,  
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf,  
Hongkong, July 13, 1877.

AH YON,  
SHIPS' COMPRADORE AND STEVEDORE,  
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice  
Hongkong, May 1, 1877.

Volume Sixth of the  
"CHINA REVIEW."

No. I.—Vol. VI.  
—OF THE—

"CHINA REVIEW"  
CONTAINING—

Chinese Studies and Official Interpretation in the Colony of Hongkong. Constitutional Law of the Chinese Empire. The Tang Hou Chi, A Modern Chinese Novel. A Chinese Primer. The Law of Inheritance. Short Notices of New Books and Literary Intelligence. Notes and Queries:—

Chinese Marriages. Studies in Words. The Educational Curriculum of the Chinese. Restoration of the Old Sounds of the Chinese Language. Notes on Chinese Grammar. Russian Sinologists. Assyria and China. The Word "Swallow."

Corrigenda—Chinese Studies and Official Interpretation in the Colony of Hongkong. China Mail Office, Hongkong, September 1, 1877.

## Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up..... Tls. 420,000  
PERMANENT RESERVE..... 230,000  
SPECIAL RESERVE FUND..... 75,000  
Total Capital and accumulations this date..... Tls. 725,000

Directors:

F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | C. KENES, Esq.  
M. P. EVANS, Esq. | C. LUCAS, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.  
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Messrs. BARING BROTHERS & Co.

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HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capitals, All the Profits of the UNDERWRITING BUSINESSES will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877.

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Hongkong, August 6, 1877.

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Care of Messrs LANE, CRAWFORD & Co., or, Messrs GAUFF & Co.

A. HAHN,

Hongkong, September 5, 1877.

Hongkong, August 23, 1877.

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Borneo and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHLIN,  
Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS POUNDS.

The Undersigned are prepared to grant POLICIES against the Risks of FIRE on Buildings or on Goods stored therein, or in Matsedas, or on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNHOLD, KARBERG & Co.,  
Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1877.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on

Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits

are distributed annually to Contributors,

whether Shareholders or not, in proportion

to the net amount of Premium contributed

by each, the remaining third being carried

to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise, in the same, at the usual Rates, subject to a discount of 20% per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the First,

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either

here, in London or at the principal Ports of India, China and Australia.

Fri. Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding

\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,